

Property/District Name: Reids Grove Depot Survey Number: D -265

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in: Review and Compliance Files

NR program concurrence: ☒ yes ☐ no ☐ not applicable

Orlando Padout v Feb. 13, 1996.
Reviewer, NR program Date

Cam

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**I. Geographic Region:**

<input checked="" type="checkbox"/>	Eastern Shore	(all Eastern Shore counties, and Cecil)
<input type="checkbox"/>	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input type="checkbox"/>	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/>	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

<input type="checkbox"/>	Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/>	Early Archaic	7500-6000 B.C.
<input type="checkbox"/>	Middle Archaic	6000-4000 B.C.
<input type="checkbox"/>	Late Archaic	4000-2000 B.C.
<input type="checkbox"/>	Early Woodland	2000-500 B.C.
<input type="checkbox"/>	Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/>	Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/>	Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/>	Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/>	Agricultural-Industrial Transition	A.D. 1815-1870
<input checked="" type="checkbox"/>	Industrial/Urban Dominance	A.D. 1870-1930
<input type="checkbox"/>	Modern Period	A.D. 1930-Present
<input type="checkbox"/>	Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

III. Prehistoric Period Themes:

<input type="checkbox"/>	Subsistence
<input type="checkbox"/>	Settlement
<input type="checkbox"/>	Political
<input type="checkbox"/>	Demographic
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Technology
<input type="checkbox"/>	Environmental Adaptation

IV. Historic Period Themes:

<input type="checkbox"/>	Agriculture
<input checked="" type="checkbox"/>	Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/>	Economic (Commercial and Industrial)
<input type="checkbox"/>	Government/Law
<input type="checkbox"/>	Military
<input type="checkbox"/>	Religion
<input type="checkbox"/>	Social/Educational/Cultural
<input checked="" type="checkbox"/>	Transportation

V. Resource Type:Category: BuildingHistoric Environment: VillageHistoric Function(s) and Use(s): Transportation/Rail-related/train depot

Known Design Source: _____

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No.

D-265 UPDATE
Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Reids Grove Depot

and/or common

2. Location

street & number MD Rt.331, approx. 1 mi. N of Reids Grove ☐ not for publication

city, town Reids Grove ☒ vicinity of congressional district

state Maryland county Dorchester

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Glen W. Wilson

street & number RFD telephone no.:

city, town Vienna state and zip code MD 21869

5. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester County Courthouse liber PLC-262

street & number High Street folio 585

city, town Cambridge state MD

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

7. Description

Survey No.

D-265

Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check one

☐ unaltered

☒ altered

Check one

☐ original site

☒ moved

date of move

c.1929

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

8. Significance

Survey No.

D-265 UPDATE

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

9. Major Bibliographical References

Survey No. D-265

D-265 UPDATE

MHT Form (1975) prepared by Michael Bourne, Architectural Consultant.

10. Geographical Data

Acreage of nominated property 6 acres, 87 sq. perchesQuadrangle name RhodesdaleQuadrangle scale 1:24000UTM References do NOT complete UTM referencesA

Zone	Easting	Northing							

B

Zone	Easting	Northing							

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

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F

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G

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H

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Verbal boundary description and justification

Tax Map 45, Parcel 12

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Lauren Archibald and Betty C. Zebookerorganization MAAR Associates, Inc.date March 1994street & number P.O. Box 655telephone (302) 368-5777city or town Newardstate DE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

7. Description

Survey No. _____

D-265

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date of move <u>c.1929</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Reids Grove Depot has a large shed-roof front dormer with ribbon windows with 4/1 lights. The roof extends beyond the house walls, and the south side has been enclosed to enlarge the structure. On the main facade there are two entry doors and a bay window on the south. The building has had its roof raised to accommodate bedrooms above the store, and parts of the flanking overhanging roof have been enclosed, but the front portion of the overhang remains and is supported by bold stick-style brackets. According to the current resident, her parents altered the building in order to make it into a dwelling. From the exterior, evidence of the roof change can be detected by a slump in the unusually long roof eave on the south side of the structure. It appears that this extension was able to incorporate the addition with a door on the south end. Furthermore, the bungalow style of the addition - the low-pitched side gable roof and the windows - the 3/1 sash, ribbon-type windows, are more typical of the 1900-1925 period.

Outbuildings

In a photograph taken prior to 1972, there were two gas pumps in front of the depot. Since that time, one has been removed.

To the northwest of the old Reids Grove Depot is a large barn. The lower portion is concrete block and the upper portion is frame. Its datestone indicates that it was constructed in 1933, just a few years after the former Depot was moved to its present location.

8. Significance

Survey No. 4

D-265 UPDATE

Period	Areas of Significance—Check and justify below			
— prehistoric	— archeology-prehistoric	— community planning	— landscape architecture	— religion
— 1400-1499	— archeology-historic	— conservation	— law	— science
— 1500-1599	— agriculture	— economics	— literature	— sculpture
— 1600-1699	<input checked="" type="checkbox"/> architecture	— education	— military	— social/
— 1700-1799	— art	— engineering	— music	humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	— exploration/settlement	— philosophy	— theater
<input checked="" type="checkbox"/> 1900-	— communications	— industry	— politics/government	— transportation
		— invention		— other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Railroad transportation came to Dorchester County in 1869 with the construction of the Salisbury Line of the Dorchester and Delaware Railroad (later the Baltimore and Eastern Line). The railroad tracks still run through the village of Reids Grove at their original location just east of and parallel to Maryland Route 331. The railroad does not appear to have played a significant role in the development of a village center at this locus. Although a passenger depot was located at Reids Grove, it appears to have been located there after the village center was established. The Reids Grove passenger depot (D-265) still exists but was moved from its original location in the village to its present site on the north or Reids Grove on the west side of Maryland Route 331 when passenger service was discontinued in 1929.

The line that passed through Reids Grove was the Salisbury Line, later changed to the Baltimore and Eastern Line, which connected the town with Baltimore and Ocean City. The small towns of Reids Grove, Rhodesdale (D-263), and others had their own passenger depots. The Reids Grove Depot was only about three miles south of the Rhodesdale Depot, which is no longer extant.

Now owned by Wilson's Farms, the Reids Grove depot was moved in 1929, from Reids Grove, where it stood on the east side of Rt. 331. At that time, rail passenger service had been discontinued on the Salisbury line, and the Wilsons moved the building and began to operate a grocery store in it. Also, the building had other functions, including a telegraph office and gas station, with two gas pumps. Today, it serves as a residence for the Wilson farm on the property.

Many rural frame passenger railroad stations originating from the fourth quarter of the nineteenth century in this region and as far north as Morris County, New Jersey had some similar architectural features. Common attributes were one-room deep plans, long overhanging eaves supported by wood brackets, and ample fenestration. Those which featured board-and-batten horizontal siding, like the former Rhodesdale Depot (D-263), were reminiscent of the Stick style that emphasized linear, textured wall surfaces. The Reids Grove Depot, before alterations, probably looked very similar to the former Rhodesdale Depot, with a front bay window next to a singled door and paired windows, and long brackets under the overhanging eaves. Also, the gable roof would have been much lower since these and other similar train stations had only a single story. Another similar example to this is found in Hurlock, Dorchester County. Situated in the center of town adjacent to the railroad tracks, this small frame depot has been restored. Its form appears to be intact, with a one-room deep plan, bay window, overhanging eaves with brackets, and a low-pitched gable roof. It is very similar to the depot

**D-265: (UPDATE) Reids Grove Depot, Dorchester County, Maryland
On Route 331 north of Reids Grove**

8. Significance continued

recorded in East New Market as D-639. Also, at least one other late nineteenth century railroad structure is still extant near the Hurlock Depot along Poplar Street in Hurlock. Neither of the Hurlock structures have been surveyed, and a comprehensive survey of Dorchester County might find still other extant railroad stations. Hurlock, and also Cambridge, were larger towns compared to Reids Grove and Rhodesdale and could thus support more railroad facilities. Indeed, after 1885, Hurlock "grew from almost nothing to a thriving railroad town" (Weeks 1984).

The railroad station in Cambridge (D-187) is much larger than the Reids Grove depot, but its overall form is similar. The Dorchester and Delaware Railroad was completed in 1969. The line ran between Cambridge and Seaford, where it connected to a trunk line that ran to Wilmington and later Philadelphia. Railroad transportation for commercial development in the late nineteenth century was important for moving farm produce and seafood from the County (Weeks 1985:128). Indeed, its commercial role probably superseded the role of passenger transportation in Dorchester County.

To a limited extent, the Reids Grove Depot is a tangible carryover, not only of the days when passenger service was available to points north and south of Reids Grove, but of a multi-use commercial building that accommodated other community service needs. Although these other uses are interesting, they took place only after the building was first moved from its original location and then substantially altered for use as both a residence and commercial structure. While the building is in good condition and has been recycled as an historic building, its substantial alterations since its move in 1929 compromise its architectural integrity as a railroad depot. Furthermore, the depot was moved from its location in the town of Reids Grove after the first quarter of the twentieth century, which destroys the physical context and siting of the depot. Uses since that time, such as a gas station, were after its historic period of significance as a railroad station.

Research on this property indicates that the Reids Grove Depot building would not be eligible under Criteria A, B and C. Since it has been moved, it is unlikely that this structure would be potentially significant under Criterion D.

**D-265 - Chain of Title
(Reids Grove Depot, land on which it presently
stands is part of Smith's Industry)**

7 February 1880

CL-2-4

Trustees of Eveline Sherman
to
John McAllister

Estate of William A. Sherman, 104 acres called "Smith's Industry"

25 August 1895

CL-19-494

John McAllister and /wife, Washington, D.C.
to
Peter Huggler, Tioga Co., Pennsylvania.

Land described above.

18 June 1902
CL-26-697
Peter Huggler
to
Frank Halouska and wife, Cleveland, Ohio

Land described above.

21 January 1904
CL-29-105
Frank Halouska and wife
to
Joseph E. Bell

Part of a tract of land called Smith's Industry

23 April 1932
JFD-28-561
Joseph E. Bell
to
Glenn G. Wilson and Mary his wife.

6.5 acres, part of "Smith's Industry"

17 May 1990
PLC-262-585
Estate of Mary B. Wilson
to
Glenn W. Wilson and Lena his wife

Above described property.

Maryland Comprehensive Historic Preservation Plan Data

D-265 - Reids Grove Depot

Geographic Organization: Eastern Shore

Chronological/Development Period: Industrial/Urban Dominance A.D. 1870-1930

Historic Period Theme: Architecture and Transportation

Resource Type:

Category: Building

Historic Environment: Village

Historic Function(s) and Use(s): Transportation/Railroad Depot

Known Design Source: None

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Reid's Grove Depot				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: Md. Rt. 331, Rhodesdale Vienna Road				
CITY OR TOWN: Vienna				
STATE Maryland		COUNTY: Dorchester		
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Bath		<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Government <input type="checkbox"/> Park <input type="checkbox"/> Transportation <input type="checkbox"/> Comments <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Educational <input type="checkbox"/> Military <input type="checkbox"/> Religious _____ <input type="checkbox"/> Entertainment <input type="checkbox"/> Museum <input type="checkbox"/> Scientific _____				
4. OWNER OF PROPERTY				
OWNER'S NAME: Glen G. Wilson				
STREET AND NUMBER: RFD				
CITY OR TOWN: Vienna		STATE: Maryland		21869
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.: Dorchester County Courthouse				
STREET AND NUMBER: High Street				
CITY OR TOWN: Cambidge		STATE: Maryland		21613
Title Reference of Current Deed (Book & Pg. #): 028/561				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:		STATE:		

7. DESCRIPTION

CONDITION

(Check One)

☐ Excellent☒ Good☐ Fair☐ Deteriorated☐ Ruins☐ Unexposed

(Check One)

☒ Altered☐ Unaltered

(Check One)

☒ Moved☐ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Formerly, this small store and dwelling was very similar in appearance to the Rhodesdale Depot which has undergone few major alterations. This building has had its roof raised to accomodate bedrooms above the store. Parts of the flanking overhanging roof have been enclosed, but the front portion of the overhang remains. Essentially the shell and facade remain. Like the depot at Rhodesdale, this building has a central door with double window on the right (north) and a bay window on the left (south). Another door opens into the enclosed south portion of the building. Asbestos siding covers the walls of the structure. The overhang is supported by bold stick style brackets.

SEE INSTRUCTIONS

8. SIGNIFICANCE**PERIOD (Check One or More as Appropriate)**

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)**AREAS OF SIGNIFICANCE (Check One or More as Appropriate)**

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

The small store north of Reid's Grove on Rt. 331 was formerly the Depot at Reid's Grove and was moved to its present location in 1929 when passenger service was discontinued on the line to Salisbury. Since that time it has served as a grocery store and residence.

Many of the old depots in Dorchester County still exist. As a part of the history of transportation in the county this building with its alterations and additions is an important element.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

SEE INSTRUCTIONS

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES			
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE	
	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	
NW	°	'	"		°	'	"	
NE	°	'	"		°	'	"	
SE	°	'	"		°	'	"	
SW	°	'	"		°	'	"	

APPROXIMATE ACREAGE OF NDMINATED PROPERTY:

Acreage Justification:

District 3, Map 45, p. 120

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:		COUNTY:	
STATE:		COUNTY:	
STATE:		COUNTY:	
STATE:		COUNTY:	

11. FORM PREPARED BY

NAME AND TITLE: Michael Bourne, Architectural Consultant		DATE
ORGANIZATION Maryland Historical Trust		June, 1975
STREET AND NUMBER: Shaw House, 21 State Circle		
CITY OR TOWN: Annapolis	STATE Maryland	21401

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature _____





(1) $\frac{1}{2} \log \frac{1}{2}$

(2) $\frac{1}{2} \log \frac{1}{2}$

Generalized $\frac{1}{2} \log \frac{1}{2}$



5-265

2005 gmt Dept
Rochester, MD
2 ARCH 13 + LD

September 1994

MANUAL SHRE

Overview of East + North facades looking SW

2 of 6



D-265

2005 & NOT DUPE

DORCHESTER, MA

2 ALCHIBALD

SEPTEMBER 1894

ALCHIBALD GORE

View of Site located as follows (see)

See L



D-2LT

NOBS GND DEPT

DECRETE, 110

J. RESIST

SEMI-DEPT 110

UNDEPT 110

NEW ST & ELECTRIC DEPT 110

701



D-265

ROWS 6 AND 7

RECEIVED, AND

TERMINAL

SEPTEMBER 1973

MANHATTAN CITY

VOLUME OF CUBIC YD - WEEKLY SUR

5 of 6



0265

REINS GRACE DUPAT

DETCHMENT, 110

T. H. S. H. L.

10 FEBRUARY 1883

Maryland 1883

VIEW OF ELLIOTTS DETAIL

"W. H. S. H. L." 20.000-500

16

12x131

50% D-265



Reid's Grove Depot or

D-265

M. Bourne June 1975